

Inc.
Date: 1st weekend of May
Location: That portion of Lake Macatawa, Holland Harbor, east of a north-south line, from shore to shore, at position 086°08' W.

Tulip Time Water Ski Show
Sponsor: Holland Tulip Time Festival Inc.
Date: 2nd weekend of May
Location: That portion of Lake Macatawa, Holland Harbor, east of a north-south line, from shore to shore, at position 086°08' W.

Van Andel Fireworks Show
Sponsor: Amway Corporation, Ada, MI
Date: 4th of July Holiday
Location: Lake Michigan, Holland Harbor, MI, South Pier, within a 1,000 foot radius of the fireworks launching site located in approximate position 42°46'21" N 086°12'48" W.

Venetian Festival Fireworks Display
Sponsor: Venetian Festival on the St. Joseph River Inc.
Date: 3rd weekend of July
Location: St. Joseph River, within a 1,000 foot radius of the fireworks launching site, located at the St. Joseph South Pier, in approximate position 42°06'48" N 086°29'15" W.

Waves of Thunder Offshore Spectacular
Sponsor: Michigan Offshore Powerboard Racing Association
Date: 3rd weekend of June
Location: That portion of Lake Michigan, from the South Pierhead Light (LLNR 18520) south along the shoreline to:

<i>Latitude</i>	<i>Longitude</i>
42°19' N	086° 19.3' W, thence to
42°19.5' N	086° 19.8' W, thence to
42°23.9' N	086° 18.7' W, thence to
42°23.9' N	086° 17' W.

West Michigan Offshore Powerboat Challenge
Sponsor: Michigan Offshore Powerboat Racing Association
Date: 1st or 2nd weekend of September
Location: that portion of Lake Michigan from:

<i>Latitude</i>	<i>Longitude</i>
43°03.4' N	086°15.3' W (Grand Haven South Pierhead Entrance Light, LLNR 19965), thence along the breakwater and shoreline to
42°54.8' N	086°13' W, thence to
42°54.8' N	086°15' 7 W, thence to
43°03.4' N	086°15.7' W, thence to
43°03.4' N	086°15.3' W, (Grand Haven South Pierhead Entrance Light, LLNR 18965).

Group Milwaukee, WI
 Chicago Air and Water Show

Sponsor: Chicago Park District
Date: 3rd or 4th weekend of August
Location: That portion of Lake Michigan from 41°55'54" N at the shoreline, then east to a point at 41°55'54" N 87°37'12" W, thence southeast to a point at 41°54' N 87°36' W, then a line drawn southwestward to the northeast corner of the Central District Filtration Plant Breakwall, thence due west to shore.

Festa Italiana

Sponsor: The Italian Community Center
Date: 3rd weekend of July
Location: The uncharted lagoon or basin in Milwaukee Harbor north of the mouth of the Milwaukee River and directly adjacent to the Summerfest grounds, enclosed by shore on the west and a "comma" shaped man-made rock wall on the east. The construction of the lagoon is such that a small "basin" has been created with one entrance located at the northwest end, thus, there is no "thru traffic".

Milwaukee Summerfest

Sponsor: Milwaukee World Festival, Inc.
Date: Last week of June through 2nd weekend of July
Location: The uncharted lagoon or basin in Milwaukee Harbor north of the mouth of the Milwaukee River and directly adjacent to the Summerfest grounds, enclosed by shore on the west and a "comma" shaped man-made rock wall on the east. The construction of the lagoon is such that a small "basin" has been created with one entrance located at the northwest end, thus, there is no "thru traffic". Four special buoys will be set by the sponsor to delineate the entrance to the lagoon.

Racine on the Lakefront Airshow

Sponsor: Rotary Club of Racine
Date: 2nd weekend of June
Location: That portion of Racine Harbor, Lake Michigan, bounded by the following corner points:

Southeast Corner—42°41.95' N 87°45.5' W
 Southwest Corner—42°41.95' N 87°47.2' W
 Northwest Corner—42°45.6' N 87°46.2' W
 Northeast Corner—42°45.6' N 87°45.5' W

Dated: October 23, 1995.

G.F. Woolever,
 Rear Admiral, U.S. Coast Guard, Commander,
 Ninth Coast Guard District.

[FR Doc. 95-27105 Filed 10-31-95; 8:45 am]

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33 CFR Part 117

[CGD13-95-011]

Drawbridge Operation Regulations; Hood Canal, WA

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: At the request of the Washington State Department of Transportation (WSDOT), the Coast Guard is considering an amendment to the regulations governing the operation of the Hood Canal Bridge at Port Gamble, Washington. The proposed change would limit the width of the opening of the retractable span of the floating bridge to 300 feet of horizontal clearance unless a maximum horizontal clearance of 600 feet is specifically requested by the vessel operator.

DATES: Comments must be received on or before January 2, 1996.

ADDRESSES: Comments should be mailed to Commander (oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174-1067. The comments and other materials referenced in this notice will be available for inspection and copying at 915 Second Avenue, Room 3410, Seattle, Washington. Normal office hours are between 7:45 a.m. and 4:15 p.m., Monday through Friday, except federal holidays. Comments may also be hand-delivered to this address.

FOR FURTHER INFORMATION CONTACT: John E. Mikesell, Chief, Plans and Programs Section, Aids to Navigation and Waterways Management Branch, (Telephone: (206) 220-7270).

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD13-95-011) and the specific section of this proposal to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments.

The Coast Guard plans no public hearing. Persons may request a public

hearing by writing to the Commander, Thirteenth Coast Guard District at the address under **ADDRESSES**. The request should include the reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the Federal Register.

Drafting Information

The drafters of this notice are Austin Pratt, Project Officer, and Lieutenant Commander John C. Odell, Project Attorney, Thirteenth Coast Guard District Legal Office.

Background and Purpose

Current regulations at 33 CFR 117.5 state that, unless otherwise required, drawbridges shall be fully opened for the passage of vessels. The proposed change would allow the floating retractable span of the Hood Canal Bridge to open halfway (300 feet) for the passage of most vessels instead of the maximum (600 feet). The drawspan of the Hood Canal is extremely wide compared to the majority of drawbridges. Unlike many other drawbridges, no part of the draw mechanism is suspended above the channel when opened. Opening only to 300 feet would reduce delays to roadway traffic and would reduce energy consumption and maintenance costs. A full opening and closure without counting vessel transit time takes at least fifteen minutes. This is two or three times as long as the operation of many other drawbridges. WSDOT has observed that only one or two openings out of an average of about 32 openings per month are for vessels that need the span fully opened to pass safely. The remaining vessels can pass safely through a horizontal opening of only 300 feet. In practice, many vessels routinely pass through the bridge before the retractable span has been fully opened.

Discussion of Proposed Rule

The proposed rule would amend paragraph (a) of 33 CFR 117.1045 to state that the draw shall be opened horizontally for 300 feet unless the maximum opening of 600 feet is requested. It would not remove the one hour notice requirement nor any other aspect of the existing regulations.

Regulatory Evaluation

This proposed rule is not a significant regulatory action under 3(f) of Executive Order 12866 and does not require an assessment of potential cost and benefits under section 6(a)(3) of that order. It has

been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposed rule to be so minimal that a full regulatory evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This expectation is based on the fact that most vessels only need a 300-foot opening and that vessels needing a 600-foot opening will be able to obtain one merely by requesting it from the bridgetender on duty.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal will have a significant effect on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). The Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, will not have a significant impact on a significant number of small entities.

Collection of Information

This proposal contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this proposal under the principles and criteria contained in Executive Order 12612, and it has been determined that the proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this proposal and concluded that, under section 2.B.2. of Commandant Instruction M16475.B, this proposal is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying.

List of Subjects in 33 CFR Part 117

Bridges.

Proposed Regulations

For the reasons set out in the preamble, the Coast Guard proposes to

amend part 117 of title 33, Code of Federal Regulations, as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g); section 117.255 also issued under the authority of Pub. L. 102–587, 106 Stat. 5039.

2. Paragraph (a) of § 117.1045 is revised to read as follows:

§ 117.1045 Hood Canal.

* * * * *

(a) The draw shall open on signal if at least one hour's notice is given. The draw shall be opened horizontally for 300 feet unless the maximum opening of 600 feet is requested.

* * * * *

Dated: October 17, 1995.

J.W. Lockwood,

Rear Admiral, U.S. Coast Guard, Commander, 13th Coast Guard District.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 70

[CA163–1–7251; AD–FRL–5323–4]

Clean Air Act Proposed Approval of the Federal Operating Permits Program; California State Implementation Plan Revision; San Joaquin Valley Unified Air Pollution Control District

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The EPA is proposing interim approval for the Federal Operating Permits Program submitted by the California Air Resources Board on behalf of the San Joaquin Valley Unified Air Pollution Control District (San Joaquin or District). This Program was submitted for the purpose of complying with Federal requirements in title V of the Clean Air Act which mandates that States develop, and submit to EPA, programs for issuing operating permits to all major stationary sources and to certain other sources. As part of San Joaquin's program, EPA is also proposing to approve Rule 2530 *Federally Enforceable Potential to Emit* under Clean Air Act sections 110 and 112(l). This rule creates federally-enforceable limits on potential to emit for sources with actual emissions less